## WASHINGTON.

Circular from the Secretary of State Respecting the Alabama Claims.

Instructions for Revenue Collectors.

Effects of the Recent Cyclone in the Southern States.

THE IOWA SENATORIAL CONTEST.

The Alabama Claims. The following circular was issued from the State

The following circular was issued from the State Department to-day:—

Department of State | Department of State |

Washington, D. C., August, 1871. }

Claimants who have not already filed in the Department of State their claims against Great Britain trowing out of the acts committed by the several vessels which have given rise to the claims generally known as the Alabama claims are requested to do so without delay, in order that they may be taken into account in presenting the aggregate claims of the United States to be brought before the tribunal of arbitration which is to meet in Geneva in the month of December next. It will not be necessary for claimants who have already filed their claims, sustained by proofs, to take any steps under this notice unless they may have additional proof to file. No papers already filed will be withdrawn. Claimants must prepare for themselves the proof of their calmans. This department will, on application, forward to claimants a copy of the treaty and a circular showing the form of proof that is advised by the department in the absence of all rules by the tribunal which will pass on the same. The early attention of claimants who have not already filed their calm is invited to this notice.

HAMILTON FISH, Secretary.

The following notice has also been given by the ate Department, namely :-

State Department, namely:—

Notice is hereby given that by the terms of the breaty concluded on the 8th day of May, 1871, between the United States and Great Britain, all claims on the part of corporations, companies or private individuals, clitzens of the United States, upon the government of Her Britannic Majesty arising out of acts committed against the persons or property of clitzens of the United States during the period between the 13th of April, 1851, and the 9th of April, 1865, inclusive, not being claims growing out of the acts of the vessels referred to in article one of said treaty, generally known as the Alabama claims, and which yet remain unsettled, are referred to three commissioners to meet in Washington for the examination, investigation and decision of such claims, as well as like chaims on the part of her Britainnic Majesty upon the government of the United States. By the terms of said treaty all such claims, whether or not the same may have been presented to the notice of, made, referred or land before said Commission, shall from and after the conclusion of the proceedings of said Commission be considered and treaked as finally settled and barreal, and thencelor in madmissible.

Robert J. Hail, Esq., of New York, has been apmadmissible. pert J. Hail, Esq., of New York, has been ap-

pointed under said treaty agent of the United States, to present and support the claims on its behalf, and to answer the claims made upon it, and to represent it generally in all matters connected with the investigation and decision thereof before the said Commission.

e said Commission.

Corporations, companies or private individuals, fizens of the United States, having claims against be government of Her Eritannic Majesty, and coming within the terms of the above recited proviing within the terms of the above recited provisions of the treaty, are requested for with to send to the agent above named, at the Department of State, Washington, D. C., a statement of their respective claims, showing the name and residence of the claims, with a brief general statement of the time, with a brief general statement of the time, piace and circumstances of the transaction out of which the claim arose. It will be understood that the statement so invited is preliminary merely, and does not preclude the necessity of a subsequent formal memorial or statement to be presented in conformity with such rules or regulations as the Commission on its organization may prescribe. It is provided by the treaty that the Commissioners shall meet at the earliest convenient period after they shall have been respectively named. It is expected that they will meet during the ensuing month of September.

HAMILITON FISH, Secretary.

of September. Effects of the Recent Tornado in the South. state that communication with Florida has been errupted to some extent ever since the tornado The breaks and interruptions caused by that storm were just about closed up, when another fearful swept over a portion of the country on last Priday, causing new washes on the Atlantic and Guif Railroad, the Florida road, and the Jacksonville, Pensacola and Mobile road. The Indications are that the gaie which visited Florida on Friday was equally as disastrons as that which swept over portion of the State of which Tallahassee is the commercial centre the storm is thought to have been unprecedentedly disastrous, but owing to the fact that there is neither telegraphic nor mail communication further than Lake City it is impossible to say to what extent the country has been damaged. If rumors are true, however, there has been an immense loss of property and crops. Washes were reported on the Macon and Brunswick road. The cyclone seems to have been most violent over the portion of country east of Lawton and west of Savannah. The Western division of the Atlantic and Gulf road below Lawton did not sustain any damage, and the roads and telegraph line to Taliaee are in good condition, having suffered out slightly from the effects of the storm. At Tallahassee the storm was light, and no damage was done to property or crops in that section. As stated, the cyclene seems to have been most violent over an area between Savannah and Lawton, so that Savannah and Tallahassee were in the extreme limits of its influence. It ranged in a northwesterly direction, and on Saturday was reported in Tennessee and Kentucky, where its furious force had subsided to a harmless gale, accompanied with rain. The Florida road had quite an extensive wash at Baldwin, but it is now repaired and trains are running regularly. The Norwegian bark Hilda, from New Orleans bound for Bremen, laden with leaf tobacco, wrecked on the coast of Florida on the 15th inst., will prove a total loss. One man was lost overboard and the balance of the crew barely escaped with their lives. The French bark Norveau Mexique, bound from New Orleans to Bordeaux, France, with a cargo of staves, was badly damaged during the recent gale off the Southern coast. The Martins Industry lightship has been towed into Savannah for the purpose of being inspected and repaired. She shows no signs of any damage received in the unpremeditated trip to sea during the late gale. The vessel will probably resume her station off the coast in a week or ten

days. The Iown Senatorship Contest. Hon. James F. Wilson, of Iowa, arrived here to day to see how political adairs look at the capital. He expresses great disappointment at the absence of so many of the heads of departments and the great difficulty of getting any business transacted. This absence from their posts of so many Cabinet officers and heads of departments, he says, is being construed by the people of the West into a criminal indifference, which is having a serious effect on the party. It will not, however, he says, develop itself into anything tangible when the time for action arrives, and Grant is almost sure to be renominated. The party will be almost sure to win above the infirmities of the administration, and with the present demoralization of the democratic party, North as well as South, the party has a clear track. The contest between Harlan and Alitson for the Senatorship is very not. Harian's chances, he says, are very slim, and Allison is almost sure of being elected. That letter of Dr. Newman's and another which he was known to have written, but which was suppressed, did Harian serious injury with the people. There was too much of the Methodist persuggion in those letters for the people to swallow. The people would not stand this attempt on the part of a religious denomination to shape their political ideas. In addition to this Harlan's friends gave it out that he was backed by the influence of the This was very indiscreet, considering the example of Nebraska and other States, where the President had used his influence unsuccessfully. This, however, was simply a piece of political trickery on the part of Harlan's friends, for it is well known that the President expressed entire indifference as to Harian's election. Mr. Harlan may be a very good Methodist and may have Dr. Newman friend, but some how or other the people of lows have got it into their heads that they would like to be represented in the Senate of the United awaiting turther progra-

States by a different sort of person. They think Allison will do, notwithstanding his want of religion.

The Recent Steamboat Disasters—Action of

the Authorities. That the people of the country are thoroughly aroused in regard to the recent steamboat disasters may be inferred from the large number of letters daily received at the Treasury Department, calling the attention of the Secretary to the condition of boilers on passenger steamboats from New York. Four letters were received to-day, one of which stated that the boilers in the steamboat Montgomery, running between New York and Savannah, were nearly fourteen years old. Copies of the letters are made as fast as received and forwarded to the supervising inspectors in the districts from which the complaints come, with instructions to personally examine the steamboats and report whether the boilers should be immediately condemned.

· An Outrageous Assault.

The following case of outrage and cruelty is just reported:—Two weeks ago a German woman, while returning from a visit to a sick friend, was knocked down on I street, between Twenty-fourth and Twenty-fifth streets, in this city, by a negro. She is now in the Columbia Hospital. It seems that the fiend stepped up behind her as she was walking along, and, clapping his hands over her eyes, com pletely blinded her, and she remembers no more. Her head was terribly cut and contused, and blood was discovered upon a large stone found near where she was lying, indicating that it had been used to make her insensible and unable to give any alarm. Both eyes were burst open, and says she noticed the villain following her, and was just attempting to run when he fell upon her. She was robbed of nothing, and what his purposes were can only be surmised.

Mr. John C. Cleary, who was found with his throat cut yesterday, received his wound in an affray with a former business partner named Gorbutt. The wound was made with an eraser, and is not serious.

The Acting Commissioner of Indian Affairs to-day received the following letter from J. A. Viell, Surerintendent of Indian Affairs for Montana, dated

Helena, August 10:-Sm-I have the honor to report that the telegram Belena, August 19:—

Sir.—I have the honor to report that the telegram published in the papers to the effect that F. D. Pease, agent at the Crow Agency, had sent word to Colonel Baker, of Fort Ellis, Montana Territory, to the effect that large bodies of Sloux were congregating for the purpose of making raids, is without foundation. General Gibbon, commanding the military district, says that not only was no such report made, but that the fact liself is faise, General Gibbon states that troops are seouring the country, and that his command is sufficient to protect this frontier, and that no further raids on the settlements need be apprehended. Late advices from Agent Pease and the other agents in this superintendency show that no lears whatever need be entertained that the treaty Indians intend to be troublesome or that they express other than entire satisfaction with their treatment by the government. I leave on Monday for the Crow Agency and the Yellow Stone country. Superintendent Enoch Hoag forwards to the Indian Burean a letter from Agent Darlington dated Cheyenne Agency, August 12, in which he says Elg Jake, Bull Bear, Graybeard and Red Moon, with between eight and nine hundred Cheyennes, arrived at the agency to-day, also "the Big Medicine Man Cheyenne," and I have never since my connection with these people known them to be in better spirits or so anically disposed as at present. I gave them a liberal supply of rations, with the exception of coffee. Unfortunately, I was out of the latter article.

United States and Germany.
An arrangement has just been concluded between the United States and Germany, to take effect on the 1st of October, 1871, which reduces the rate of international postage for prepaid letters exchanged between the two countries by the direct routes via

sent to all the collectors of customs, and they are instructed not to allow the entry of watches bearing imitation trade marks.

Appointment. The Treasury Department has confirmed the appointment of Carver Stickney as Deputy Collector at Cleveland; Thomas W. Baird, storekeeper, and H. M. Allen, night inspector at the New York Custom

financial. The demand for the new five per cent loan is \$50,000,000 in excess of the allowance.

The customs receipts for the week ending August
19 are as follows:—

THE YELLOW FEVER IN CHARLESTON. Three New Cases Yesterday-Six Deaths by

Total.....\$5,095,582

Fever Last Week.

CHARLESTON, S. C., August 30, 1871. Three new cases of vellow fever are announced today. The official mortuary returns for the week ending on Saturday last exhibit a total of six deaths from yellow fever.

day. The official mortuary returns for the week ending on Saturday last exhibit a total of six deaths from yellow fever.

[From the Charleston Courler, August 28.]
As public journalists we deem it our dury to express, plainly and candially, our judgment in reference to the few cases of lever which have occurred from the criminal negligence of the authorities in charge of the city. The general health of the city never has been better. We have conversed with a large number of physicians who confirm us in this fact, and that although cases of the fever nave been reported it cannot be regarded as in its nature epidemic. Even as to these cases of lever there was a wide difference of opinion as to their character until Saturday, when the Medical Society announced its existence in a "mild form and to a limited extent."

This report places the first case on the 27th July. Yet in the month which has intervened they state the whole number of deaths as but nine, and even of these as to some of them "uncertainty existed in the minds of the attendant physicians," or, in other words, that there was no certainty about them.

Well might the Medical Society therefore declare, even if all of the cases had been well established, "the period of time that his elapsed since the report of the first case declares a character of disease not disposed to extend rapidly or widely." The highest evidence that the disease is not epidemic is a reference to the past. Whenever it assumes that shape it developes speedily after its first appearance. We have before us the tables for the years 1844 and 1858, when it became epidemic.

In 1854, for the month from its commencement, ending on september 16, there were 247 deaths. In 1854, for the month from its commencement, ending on september is, there were 147 deaths. The year, for the month from its commencement, ending on september is there only a first a pear for the month from its commencement, ending on september as the ending on the ending to one locality, where drains and been opticed and thei

the month from its commencement, there are easier that mine deaths; some of these at least of a disputed character, and almost all confined to one locality, where drains and been opened and their contents exposed to the summer's sun. Such a condition of things would have resulted in some cases of fever in the very healthiest city. For it, beyond all question, the constituted authorities are responsible. We regret to see the exaggerated and which statements made in the editorial and telegraphic columns of our exchanges in reference to this matter. We have stated what, after careful inquiry, we believe to be the true condition of the case.

They seem also assomished at the reticence of the press. The last is that the press has no knowledge on the subject. The number of deaths for each week indicated a remarkably healthy condition of the city. Had there occupantly the causes of death it would have been apparent that there was no epidemic, and the city been spared the pane and excitement which has been created throughout the country.

Removal of the United States Troops from Charleston.

WASHINGTON, August 20, 1871. The United States troops stationed at Charleston have been withdrawn to Sumterville, S. C., in the neighborhood of which town they are encamped. and will remain until October. The removal was effected in obedience to orders received a few days since from General Terry, commanding the Department of the South, to the effect that if any cases of yellow fever should occur the officer in command should, in his discretion, remove the troops without

Condition of the Wounded-Funeral of Dr. Gan. nett-The Coroner's Inquest.

BOSTON, August 30, 1871. No additional deaths by the disaster have been reported to-day and the injured are progressing

OBSEQUIES OF REV. DR. GANNETT.

The funeral of the Rev. Ezra S. D. D., took place to-day at noon, from the Arlington street church, which was filled to overflowing and hung with appropriate emblems of mourning. The remains were enclosed in a casket, with a plate bearing the date of the birth and of the death of the deceased. The services consisted of a voluntary on the organ, singing by the choir, prayer by the Rev. Mr. Cheney, reading from the Scriptures by Rev. George E. Ellis, funeral address by Rev. Rufus Ellis, hymn by Rev. Dr. Cordner, of Montreal, prayer by Rev. Calvin Lincoln and a chant by the choir. The remains were conveyed to Mount Auburn and laid beside

THE CORONER'S INVESTIGATION. The Coroner's inquest was continued to-day. Ashbel S. Brown, engineer of the Pullman train called, but excused until to-morrow on account of the stenographic reporter being absent.

Charles S. Converse, sworn:-Reside at Salem;

occupation, an engineer on the Eastern Railroad; run the engine Rockport; have been employed as engineer six years next April: was on the road on the night of August 26; started from Beston, thirteen minutes of seven o'clock, with a spare engine for Salem; met the Saugus Branch train at Everett; stopped at Everett twenty minutes; another train came behind me; it was the Saugus Branch train; was waiting for a train to come off the branch; do not know but that it was more than twenty minutes; the Beverly accommodation train came oedind me; was asked to hitch on my engine to run to Salem and help them on; I expected the Fullman train and wanted to keep out of the way of it; coupled on and first stopped at Everett; stopped there one minute: next at Revere, not more than one minute; got the signal to start and then heard a whistle, and had not made more than one utim of the wheel when the crash came; looked at my watch, and it was twenty-eight minutes past eight o'clock; jumped up and looked over my engine; left it in charge of fireman; after seeing it safe I went back and reneered what assistance I could; did not see the express train; did not have any fears of its running into us; it was very loggy; learned afterwards that there was a train behind me, which proved to be the Saugus branch train; at times it was more foggy than at others; started on my own time; no one gave me directions to start from Boston; was to run to Boston and return to Salem with engine only; stopped at Prison Potat; got my orders from Mr. Prescott at Newburyport; had no directions in regard to time; did not know what trains there were on the road; started to return; stopped at Everett and was overtaken by the Beverley train; had no conversation with the engineer of the Everley train; had no conversation with the engineer of the Everley train; had no sonversation with the engineer of the severley train; had no sonversation with the engineer of the interest of the saugus benind and they would have to run slow to the Beverley train; had no conversation with her engineer of the may; noteed signal lights at Chelsea; did not have any conver engineer six years next April; was on the road on the night of August 26; started watches when I consulted with the other engineer if the train is delayed on the road am supposed to help it along: stopped at Charlestown, as it was not Bremen and Hamburg respectively from seven to six cents per each single rate of half an ounce or under. Unpaid letters so exchanged are to be charged with double the prepaid rates, and the insufficiently paid letters with the postage for paid letters after the neduction of the amount prepaid. This applies to letters only. All other correrpondence continues subject to the same rate of postage and conditions of compulsory prepayment as are now applicable thereto.

The President in Washington.

The President in Mashington.

The President in Mashington.

The President in Mashington.

The President in Mashington.

Personal.

Secretary Fish arrived here this morning.

Protection to American Watch Manufacturers are availing themselves of the provisions of the act of Congress passed at its last session, allowing them to file with the Secretary of the Treasury engraved face similars of their trade marks, in order to prevent the importation of foreign made watches assimilating these trade marks. The engraved face similars sent to all the collectors of customs, and they are instructed not to allow the entry of watches user.

And conditions of conglusory prepayment as are availing the series of the Treasury engraved face similars the secretary of the Treasury engraved face similars to all the collectors of customs, and they are instructed not to allow the entry of watches user.

And conditions of conglusory prepayment as are train behind that the Everity train and the train that left before the Pullman train; felt no anxiety as regards the trains behind that the train that left before the Pullman train; seme engineer; it that would take one and a halt or two minutes to conflict the making up of the train that left before the Pullman train; seme engineer; it that the would take one and a halt or two minutes

peared to be broken apart and on fire; do not know how much difference of time there was between my train and the Pullman train; had an impression that I must harry up from what I heard Nowland say, and acted upon that; have had no conversation with any one in regard to the collision; have not been approached by the counsel of the Eastern Railroad in-regard to the testimony I might give.

James Casey sworn—Resides in Salem; is fireman on the Eastern Railroad; run an engine, Rockport; have been on two years; was on August 20; left Boston at haif-past two o'dock for Swampscott and returned to Boston; stopped at Prison Point bridge; went on the turntable; omitted the run to Everett, and was stopped then by a signalman with a lantern; no not know how long I stopped there; perhaps three-quarters of an nour; first saw the Beverly train near Somerville; directions were given to go back and stop the Beverly train: engineers had some conversation, and wanted Brown to hitch on, which was done and run to Everett, where we stopped one immute; next we stopped at Chelsea one and a half minutes; do not know that the Pullman train came in sight; stopped at Revere one and a naif minutes to let off passengers; the collision occurred after the conductor song out

"ALL RIGHT."

The balance of the evidence was corroborative of

"ALL RIGHT."

The balance of the evidence was corroborative of the engineer, and the inquest adjourned until tomorrow.

RAILEOAD COLLISION IN PENNSYLVANIA.

Two Employes Injured. OXFORD, Pa., August 30, 1871.

Two freight trains coinded to-day on the Baltinore Central Railroad, near Fatrville station, from the wilful neglect of one of the trains in not following the schedule rules. Two hands were injured.

## ERIE AT ALBANY.

The Suit of J. W. Thompson Against the Erie Railway-Defeadants Plend for a Change of Place of Trial from Albany to New York-Judge Lester, of Saratoga, to Remain as Referee-The Request Granted. ALBANY, August 30, 1871.

The Eric Railroad has been before Mr. William L. Larned, of the Supreme Court at Albany, for the past few days, on a motion of Frank Thompson, counsel for John W. Thompson, that the case be kept before Judge Lester, of the Supreme Court of Saratoga. Messis. Sherman and Beach, counsel for the Brie Railroad Corporation, were present, and argued in favor of changing the hearings in the case to New York city, saying that plainting had given defendants great and unnecessary expense in bringing witnesses to various parts of the State where the trial was enauged from time to time. Defendants desired to have the hear-ing occur in New York before Judge Lester, of Saratoga, referee in the case, because the books, papers and witnesses were near at hand. This P. M. the Court gave the following DECISION

papers and witnesses were near at hand.

This P. M. the Court gave the following

DECISION

In the case, which orders that the proceedings before the referee be taken in the city of New York.

The order reads:

In the case of Thompson et al. vs. The Eric Railroad a motion by the plaint? To refer and by the deteamant to change the plaint of the reference of the late of the lat

## THE REVERE SLAUGHTER. SHIPPING NEWS.

Sun rises...... 5 25 | Moon rises.morn 7 44 Sun sets...... 6 34 | High water.morn 9 10 OCEAN STEAMERS. DATE OF DEPARTURES FROM NEW YORK FOR THE MONTHS OF AUGUST AND SEPTEMBER. | Sails | Destination. |

PORT OF NEW YORK, AUGUST 30, 1871.

CLEARED.

Steamship Russia (Br), Cook, Liverpool via Queenstown—C G Francklyn.
Steamship Minesoia (Br), Freeman, Liverpool via Quernstown—Willams & Guion.
Steamship Paraguay (Br), Williams, London—Howland & Asrinwall. nship Norwich, Hines, Salem—Murray, Ferris & Co. Eleano, Brown, Bristol—E E Morgan's Sons. Eugenie (NG), Voss, Hamburg—Funch, Edye & Co. Prioz Albert (NG), Cabubley, Hamburg—Funch

dye & Co. Bark May Queen, Hedge, Bahla—Ronman & Co. Bark Pailas (Br), Biddle, Beitzo—Wm Jex. Bark Union (B), Renault, Sydney, CB—Hatton, Watson Brig Jeannie Adolphe (Fr), Lebeaupin, Calais—Wendt, Te-lens & Co.

gresti. chr Annie Bayard, Whelpley, Savanna-la Mar via Nor-—Crandall, Berteaux & Co. chr Jessie B Smith, Grumley, Charleston—Bentley, Miller Schr Jessie B Binnin, Grunney.

& Co.

Schr Traveller, Hodges, Newbern—Thomas, Holmes & Co.

Schr J C Bowers, Longstreet, Tom's River.

Steamer Anthracite, Green, Philadelphia.

Steamer Maytlower, Fulls, Philadelphia.

Steamer Fannie, Fenton, Philadelphia.

REPORTED BY THE HERALD STEAM YACHTS. Steamship Java (Br), Martyn, Liverpool, Aug 19, via ucenstown 20th, with moise and passengers, to C G ancklyn. Aug 24, lat 49 48, lon 29 38, passed an Imman camship, bound cast; 25th, 3:30 AM, int 49 39, lon 40 55, an imman steamer, bound cast; saure day, 10 PM, collided with irk Annita (Nor), from Portsmouth, 15, for Quebec, cutting or completely in two and sinking her immediately, one man ily being saved; 28th, lat 42 55, lon 61 19, passed an Imman correst, bound as at saved 282.

Steamship Albemarie, Couch, Richmond. City Point and Norfolk, with mide and passengers, to the Old Dominion Steamship Co.

Ship Hamilton Fish, Bryant, Liverpool July 17, with mides and 400 passengers, to C H Marshall a Co. Aug 12, lat 43 20, on 46 30, signalized ship Constantine, bound E; Aug 27, 705 PM, in a thick fog, Nantucket lightship bearing NW by N 25 miles distant, collided with bark Alice Campfell, of and for Boston from Gottenburg, our jibboom passing through her spanker and the bluk of our port bow coming in contact with her port quarter; tacked ship to see if we could find her; as being very thick could see sothing of her; could not see that any damage was done except the spanker and the port rail carriel eaway; at 9 PM got a pilot from boat Mary E Fish No 4, and informed her of the accident and about how the bark should bear from us at that time.

Ship Carl (NO), Othen, Bremen 38 days, with mides and 64 passengers, to Hermann Koop & Co. Came the northern posteries, but the could contact the count of the country winds. Aug 12, lat 46 25, lon 44 40, spoke bark Louis (NG), hence for Brimen.

Bark Freiobandel (NG), Wachter, Bremen 35 days, with mides and 57 passengers, to Octricks & Co. Had fine weather; been it days west of the Banks.

Bark Lord Clarendon (Br), Lavender, Buenos Ayres, July 11, with hides, &c, to Joseph Morrill. Had light winds and fine weather the entire passage. Aug 4, lat 6.25 8, lon 33 40 W. spoke bark Adelaide, from Bailimore for Rio Janeiro; 27th, lat 24 48 N, lon 71 W, bark Emma Ives (Br), for Pensacola for Buenos Ayres, 20 days out. The Lord Clarendon is now ancher outside the Hook.

Erig Lena (Br), Wharton, Demerara 15 days, with sugar and molasses, to Phillins & Collins. Had fine weather.

Schr John Erill, Jones, Virginia.

Schr Maren Jane, Bogari, Virginia.

Schr Breeze, Nelson, Waters, Virginia.

Schr Maria Jane, Bogart, Virginia. Schr G E Bowdoin, Waters, Virginia. Schr J J Merritt, Rogers, Virginia. Schr S C Evans, Dayton, Alexandria. Schr Congress, Drew, Chincoteague.

Bark Ebenezer (Ner), arrived 28th from Cardiff, is consigned to Funch, Edge & Co, not as before reported. Passed Through Hell Gate. BOUND SOUTH.

Bark Robert L Lane, Cowan, New Bedford for Philadephia.

for a Lindsley, Hudson, Elsbury for New York, with plaster, to Tompkins & Co.

Fig. 1. Lindsley, Hudson, Elsbury for New York, with Plaster, to Tompkins & Co.

Elsbury for the Hudson, Batterford, Boston for New York, with hunber, to Holvoke & Murray,

Schr Alfred T Howe, Perkins, Bangor for New York, with humber, to Holyoke & Murray,

Schr Magnet, Smith, Musquash, NB, for New York, with spare, to J Murray & Murray,

Schr Adeiia, Young, St John, NB, 14 days, with lumber, to Jed Free & Co. Schr Adens, Young, St John, NB, 14 days, with lumber, to Jed Frye & Co.
Schr Palos, Reynolds, Tremont for New York, with number to Holvoke & Murray.
Schr Josse, Luke, Bath for New York, with lumber to Simpsen & Clapp.
Schr Elia Brown, Robinson, St Johns for New York, with lumber, to Chase & Taibot.
Schr J D Ingraham, Dickinson, Providence for Philadelphia.
Schr Minnie Kinne, Marshall, Providence for Philadelphia. Schr Ida & Anns, Harvey, Rockland for New York, with lumber, to Simpson & Clapp.

Schr Ida & Anns, Harvey, Rockland for New York, with

Ser. to Sungeon & Chapp.

Ser. 16 at Anna, Harvey, Rockland for New York, with lime, to order.

Sohr Ada S Emery, Smith, Rockland for New York, with lime, to Brown & Co.

Ser. Reading Star, Foots, St John, NB, for New York, with lumber, to Jed Frye & Co.

Selr Redona, Moore, Calais for New York 7 days, with lumber, to Adams.

Sein A H Browne, Pierce, Bristol for New York,

Sein Sedona, Wall, Saiem for New York,

Sein Sedona, Wall, Saiem for New York,

Sein Sedona, Wall, Saiem for New York,

Sen Anna B Jacoba, Jones, Pymouth for New York,

Sen Anna B Jacoba, Jones, Pymouth for New York,

Sen Anna B Jacoba, Jones, Pymouth for New York,

Sen Anna B Jacoba, Jones, Pymouth for New York,

Sen Saugalot, Swith, Bath for New York,

Sen Saugalot, Swith, Bath for New York,

Selr Jacoba, Mall, Lawrence, Piermont for Middletown,

Selr Jacoba, Mall, Lawrence, Piermont for Middletown,

Selr Jacoba, Mickerson, Boston for New York,

Selr Jacoba, Nickerson, Boston for New York,

Selr Barton, Carberry, Bridgeport for Elizabethport,

Selr Hoston, Nickerson, Boston for New York,

Selr Minnebaha, Ellis, Connecticut River for New York,

Selr Anna Mara, Mooney, Cow Bay to New York,

Schr Me Mills, Murray, Cow Bay for New York,

Schr Jaway, Phinney, Salem for Philadelphia,

Schr D C Foster, Pedrick, Cold Spring for Rondout,

Schr Elynay, Phinney, Salem for Philadelphia,

Schr Elynay, Shinney, Salem for Philadelphia,

Schr Elynay, Phinney, Salem for Philadelphia,

Schr Elynay, Phinne Schr D C Foster, Fedrick, Cold Spring for Kondour.
Schr Latvins Beil, Smith, Brockbawen for New York.
Schr E Pharo, Sherman, Providence for Elizabethport.
Schr Thos Ellis, Rillis, Dennis for New York.
Schr C L Vandervoort, Kelly, Salem for New York.
Schr Jacob Baymond, Latham, New London for New York.
Schr Margaretta, Wanser, Glen Cove for New York.
Schamer Metts, Davis, Providence for New York, with
adde and Dassengers.

BOUND EAST. BOUND EAST.

Steamship Acushnel, Rector, New York for New Bedford.
Steamship Norwich, Hines, New York for Salem.
Brig Ruth (lift), Ryplogie, New York for Queenstown via
Hillar for orders.
Effig Adalene Bichardson, Wright, Jersey City for Salem.
Brig Brothers, Thompson, New York for Sydney, CB.
Schr Snow Squall, Morton, New York for Boston, not
Rockland, as previously reported.
Schr William Young, Henderson, College Point for
Norwalk.

Schr William Young, Henderson, College Point fo Norwalk.

Schr Echo, Reynolds, New York for Boston.

Schr Gelko, Reynolds, New York for Boston.

Schr Gelko, Reynolds, New York for Boston.

Schr Gerst, Gelko, Reynolds, New York for New Haven.

Schr Hariet & Sarah Bait, Port Johnson for New Haven.

Schr Hariet & Sarah Bait, Port Johnson for New Haven.

Schr Heiser, Westenn, Bondout for New Reisford.

Schr Heiser, Ventron, Rondout for Providence.

Schr Berry, Pendiston, New York for Portamouth.

Schr Cornl, Kent, Elizabethport for Frymouth.

Schr Cornl, Kent, Elizabethport for Frymouth.

Schr Edgestet Echart, Snowe Philadelphia for Hartford.

Schr Kva, Sherman, Amony for Norwien.

Schr Mage Queen, Smith, Philadelphia for Providence.

Schr Hang, Davia, New York for Freeport.

Schr House, Lewis, Port Johnson for New London.

Schr Ji Gwens, Selbeck, New York for Boston.

Schr Ji Gwens, Selbeck, New York for San Harbor.

Schr Pearl, 150 okin, Elizabethport for Sag Harbor.

Schr Adelaide, Smith, Elizabethport for Sag Harbor.

Schr Adelaide, Smith, Elizabethport for Sag Harbor.

Schr Adelaide, Smith, Elizabethport for Sag Harbor.

Schr Mal, Mead, New York for Boston.

Slop Oriental, Orton, Elizabethport for Greenport.

WHITESTON E. Li, Aug 39-11 45 PM.

WHITESTON E. Li, Aug 39-11 45 PM.

Everything which remained over night of Sen 12:45 PM.

Everything which remained over night of Sen got through
this AM. Some few achooners and sloops for the acuthward
have just got in here and will remain over until morning.

Steamship Lafayette, Roussau, from Havre,

SAILED.

Charleston.

Vessels anchored at Quarantine, outward bound—Barks

Catharina (Nors, for Queenstown for orders; Il Leone (Ital),
for Penarth Roads for orders; Canada (NG), for Bremen;
Midaa (Br), for Antwerp; New York, for Aspinwall; brigs
Scotland (Br), for Porr-au-Prince; Oliver, for Port-au-Prince;
Adamo (Ital), for Falmouth; Neille (Ital), for Itali; Widar
Nor), Elsinore for orders; G F Geery, for Philadelphia.

Wind at superst

Almanac for New York-This Day.

Marine Disasters.

BARK HILDA—The Savannah Daily Advertiser of the Zth inst says:—Mr J B Holst, the Swedish and Norwegian Consul at this poor yesterday received the following information concerning the loss of the bark Hilda (Nor), before reported ashors six miles south of St Augustine, Aug. 22, 1871—To the Swedish and he loth inst:—St Augustine, Aug. 22, 1871—To the Swedish the Swedish and Swedish

able the officers and crew to reach this port.

BARK ALICE CAMPIELL, of Eoston, from Gottenburg with Iron, was picked up abandoned 170 miles south of Block Island, and brought into Newport 36th by the olde boat A Legget, of New York. She had been in collision. No papers were on board.

BARK ADA CARTER, Rennedy, dismasted and leaking: was towed into Savannah 30th inst bo steamship Liberty.

BRIG MARGABITA, of Stetten, is a total wreck on St

Baro H H McGellvery, from Baltimore for Boston, with coal, is ashore on the Three Sisters. Chesapeake Bay. A tug and lighters have been sent to her assistance. SCHE RENO (not R Foster), Foster, from New York for Milibridge, at Vineyard Haven 25th, was in collision with brig Teaser night of 27th inst.

Teaser night of 27th inst.

SCHR JULIA E GAMAGE, from Jacksonville for Boston, at Vineyard Haven 20th, reports 20th inst, in a heavy northeast gale, lost part of deck load of hard pine lumber.

SCHR ONRIDA, from Boston for Phitadelphia, in bailast, went ashore on Squan Beach year-riay morning. She lies well up and is in good condition. The Coast Wirecking Co have despatched their steamer Relief to her assistance. Schr Thompson, from New York for Keyport, in ballast, when going down the bay vesterday, capsized off Fort Lafayette. She drifted ashore at Fort Hamilton. She was taken charge of by the Coast Wrocking Company, who will proceed to right her.

Schr E P Churcu, Gifford, from New York, of and for

proceed to right her.

Schr E P Church, Gifford, from New York, of and for New London, ran ashore AM 29th on Ketch Point, east side of Blackweil's Island and filled with water, her topmasts only being in sight. It is thought she can be raised.

Schr WM B MANN—Lieut W K Travis reports taking charge of the schr Win B Mann on the 19th inst, with masts, sails and running ringing gone. She drifted into the Coosa River and he got a tug to tow her into Beaufort.

salis and running rigging gone. She dritted into the Coosa River and he got a tug to tow her into Beaufort.

Scur Talishan, from New York, of and for Thomaston Me, with 5000 bushels corn, was in collision at twenty minutes to 8000 bushels corn, was in collision at twenty minutes to the Cook, 25th lust, about three miles cast of Gull Island, upon Trovidence for New York. The such raid her bowspit and trend the steamer Copray, Smith, from Providence for New York. The such raid her bowspit and care gone and hour after the solision, the captsin and crew going on board the steamer. The Twas 46 tons register and 55 years old.

New Haven, Aug 30—Barges H R Crossley, George H Beers and Camden being to New Haven by steaming Francis King, on Tuesday, when two mics west of New Haven Lighthouse, the sea being rough, broke the hawser, and the barges bumping against each other, holes were stove in the sides, causing the Crossley and Beers to fill rapidly and sink in about five fathoms of water. By great exertion the Camden was saved, though qually damaged. The crews were taken off by a lieboat sent from the steaming Game Cock.

MATHEWTOWN (Inagua), Aug 11—Captain Jackson, of the late steamer City of Port an Prince, is still here, swaiting the arrival of a vessel to forward the dry portion of his cargo. Salvage has been settled at 25 per cent, but many of the wrockers are entirely cut off from salvage in consequence of the wholessle plundering carried on at the wreck. Five men have already been convicted at this Island sentenced to six months casch hard halve of the cander from the year of the work of the work of the work of the cander of the cander of the cander of the work of the wo

months each nard haor on the roads.

Cowes, Aug 18—The Helene, Norwegian bark, Pedersen, from New York (last Queenstown), for Allos (maize, put in bere to-day with loss of foremast, main and mizen topmasts, yards, salls, &c., having been run into by a bark unknown 10 miles east of Portland, at 10 o'clock last night. QUEENSTOWN, Aug 19—Put in, American ship Rochester, Clough, from Liverpool for Bath, Me, leaking in port bow. The crew were mutinous on their departure from Liverpool. One of the seamen, the ringleader, received two wounds, supposed from the second mate, and the contents of a revolver, He was taken back to Liverpool in a tugboat in a precarious state. The seaman's name is Froit.

Whalemen.

Arrived at New Bedford Aug 23, bark Jirch Perrz, Kider, Atlantic Ocean, S. Helena July 5, with 700 bbls wh and 250 do sp oil, and 5500 lbs bone. Sent home 200 bbls sp oil. Reports nothing.

New York.

BERMEHHAVEN, Aug 18—Sailed, Frankfort (a), Barre, New York; Baltimore (a), Fischer, Baltimore.

BERMEDA, Aug 28—in port bark Chancellor (Br), Coffin, or Liverpool, ready for sea, with cargo of bark Evening Unexpendent

Past end of these is and the state of the st Salied 1993, Salor, Hreghen, New York, Vranton, Grundell, Galveston, Ent out 16th, Alma, Frederiksen, City Point; Clara Ento, Merriman, Galveston; Expounder, Crocker, New Orleans; 17th, Ocean Mail, Gee, Galveston; Fawn, Luce, New York, COPENHAGEN, Aug 15—Passed by, Graf Ulto zu Sofins. Pessiu, from New York for Abo.
CORK, Aug 17—Passed, Lydia, Scovell, from Philadelphia for Antwerp.

for Antwerp.

Arrived at do 18th, N Boynton, New York for London;

Arrived at do 18th, N Boynton, New York for London;

City Roston for do (and both proceeded); E H Rich Cape City, Bosion for do (and both proceeded); E H Rich London for New Bedford (and salled,
ELSINORE, Aug 14—Arrived, Kong Oscar, Jensen, New York for Cromitadt, Magdalen, Ness, New York,
FALMOUTH, Aug 25—Arrived previous, ship Hercules, Lincoln, Akyal (and was ordered to Lomion).
Arrived at do Aug 18, Chieftain, Cook, New York; Dawn,
Tyser, and Pallos, Malmstrom, do.
FAJAHDO, Aug 16—In port brigg Josephine (Br), Day, for
Ballimore in 4 days; Myerk (NG), for Faimouth, E, in 4
days.

GREENOCK, Aug 18—Sailed, Lesseps, for New York, HARTLEPOOL, Aug 17—Sailed, Uncle Joe, Stilphen, Nor HARTLEPOUL, Aug 17—salled, Circle Oct, Shiphen, Rop-folk, Va.

HELVOET, Aug 16—Salled, Aurora, Crosby, Philadelphia, HAMBURG, Aug 16—Arrived, Leamington, Beil, Philadel-phia; Admiral, Haesleop, do.

Salled 15th, Washington, Plump, New York (and left Cux-haven 17th).

Salled from Cuxhaven 17th, Othello, Greenleaf, Philalelphia. HAVRZ, Aug 17—Cleared, Lafayette (s), Roussan, New York.

HAVRE, Aug 17—Cleared, Lafayette (s), Roussan, New York.
Sailed 17th, Savannah, Knowtton, Middlesborougn.
JERSEY, Aug 18—Arrived, Elstoria, Wedgwood, Doboy.
Livering Aug. 17—Arrived. Sea, Fulierton, New York; Sea, Bonner, Pensacola: C B Hazeltine, Gilkey, Cronstadt; 18th, Excelsior, Fendiston, Galveston.
OH Holyhead 18th, Golden Gate, Swinton, from San Francisco; National Eagle, Jordan, from SJohn, NB.
Sailed 18th, Asia, Peng, New York; Manhatian (s)
Forsyth, do.
Cleared 17th, John Bryce, Morie, Callao; Gienralloch, Skene, Baltimore and River Plate; 18th, Alex M'Neil, Kelleran, Boston; Gen Berry, Lavensaier, New York.
Ent out 17th, Tasmanian, Willis, Boston; Aleppo (s) Ed.
Ent out 17th, Tasmanian, Willis, Boston; Aleppo (s) Ed.
Bowers, New York; 18th, Tenax Proposite, Alsen,
Baltimore.

Baltimore.

LONDON, Aug 19—Arrived, Soient, Meidrum, New York,
Cleared Isth, Brookville, Thompson, Boston.
Ent out 17th, Nordooen, Hoagersen, for Philadelphia.
Sailed 18th, Paquet de Nuova, for Falmouth and New York,
LEGHORN, Aug 15—Sailed, Zulma, Petersen, Philadelphia;
Star of the Ocean, Mounfort, New York,
MALAGA, Aug 11—Sailed, Onkel Aderman, Eschricht, New
York.

MALAGA, Aug 11—Saled, Obkel Aderman, Eschricht, New York.

14th—Arrived, brig Brothers, Long, Cadiz.

MARSEILLES, Aug 8—Arrived, James Cheston, Bryan, Baltimore.

MOVILLE, Aug 30—Arrived, steamship Australia, Hedderwick, New York for Ginsgow (and proceeded). Also arrived 28th, steamship St David, from Quebec for Glasgow wick, New York for Giasgow (and proceeded). Also arrived 28th, steamship St David, from Quebec for Glasgow (and proceeded).

MAYAGUEZ, PR, Aug 20—In port brigs Thos Waiters, for Portland 2:th; J B Brown, Foster, for Baltimore 2:th; Tula, Reed, for Newburyout 2:2d; Josephine, for Philadeiphla 2:th; schr Nulato for New York 2:th.

NEWCASTLE, Aug 16—Entered out, Tyro, Baker, New York; Vice Ammiragilo Tegethoff, Duicich, New York; Maggie M, Mitchell, Boston.

NEWPORT (Mon), Aug 18—Arrived, Pactolus, Tobey, Antwerp (snd ent out 1th for San Francisco); 17th, Itasca Bush, Havre.

PILLAD, Aug 14—Arrived, Flora, Rostrup, New York.

PLYMOUTH, Aug 18—Sailed, Vaikyrien, Annison, New York.

PORT ALBOT, Aug 12—In port brig Oliver Gutts (Br), New York, Grornen, from do, arrived 9th).

QUEENSTOWN, Aug 20—Arrived, Polly Karp, Eilertsen, New York, for orders.

Put in Buh, Rochester, Clough, from Liverpool for Bath, Me (see Disasters).

Put in 19th, Rochester, Clough, from Liverpool for Bath, Me (see Disasters. Sailed 18th, Adriadic, Taylor, Liverpool. Arrived 30th, steamship Samaria, Gill, Boston (and pro-ceded to Liverpool). QUEBEC, Aug. 25—Arrived, ship Guinevere, Dunn, Phila-delphia.

QUEBEC, Aug 15—Arrived, ship Guinevere, Dunn, PullaRootock, Aug 15—Arrived, Firdar, Johannsen, New York,
SOUTHAMPTON, Aug 29—Arrived, steamblip Hannover,
Willigerod, New York for Bremen (and proceeded).
STETTIN, Aug 14—Arrived, Humboidt (\*\*), Bazendon, New
York.
ST IVES, Aug 18—Arrived in the bay, Aspendus, of
London, from New York for Hayle.
ST JOHNS, NF, Aug 28—Arrived previous, brig Koodoo
(Br.), Syperich, New York.
ST JOHN, NB. Aug 28—Arrived, bark Mexican, Campbell,
New York.
Cleared 28th, achr Percy, Coalwell, New York.
TRAVEMUNDE, Aug 16—Arrived, Sunshine, Richmond,
New York.
VALENCIA, Aug 13—Arrived, Europa, Fulton, Callao.
American Ports. American Ports.

ALEXANDRIA, Aug 28-Arrived, schr Grace Girdler, Portland.
Salied-Schra Maggie & Lucy, and Henry Finch, Jersey
City; Vashti, Sharo, Beston.
BOSTON, Aug 23-Arrivet, bark Edwin, Suilivan, Mandondi (Greece); sehra Thomas G Smith, Scull; Herrietta,
Hart; Ebden Davis, Allen, and Louie F Smith, Crie, Philadeghia. derphia.

Cleared Steamer William Crane, Howes, Baltimore via Norfolk; bark Sea Crest, Hennet, Philadelphia; schra Augus-tine et Marie (Fr., Yoon, Havre; John Haucock, Crowell, Relitioners. iline et Marie (Fr.), Yoon, Havre; John Hancock, Crowell, Baltimore.

Salled—Wind SE to SW, steamer William Crane (and passed Cape Cod at 5:0;) ship Kendrick Fish, outward bound, was at anchor in the channel at sanset.

30th—Arrived, steamer Maita citr, from Liverpool; brigs W N Z (Br.), from Ponce; achrs Galena, Doane, St Michaelis; Alice Myrick, from Gonaives.

Also arrived, barks Tatey, from Rosario, and Burnside, from New Orleans; bark Mary Alberton, from Rio Grande.

BALTIMORE, Aug 22- Arrived, steame Eastern City, Fatton, Bath, Met, Dark Kate (Br.), Craig, Rio Janeiro; bark Johanne (NG), Firshaben, do.

Gleared—Bark Monnor, Sandburg, City Point, Va (and salled); brigs Goo Gilchrish, Hart, Boston; Rocky Gien, Dorr, Belfast, Ire; Wm H Parks, Gage, Charleston; schra Charm, Gages; Harriet Daker, Webber; CW May, Endors, and Farragut, Sawyer, Boston; St Hubert (Br.), Forgeron, West Indies; Armada (Br.), Copeland, Bear River, NS.

BANGOR, Aug 25-Arrived, schra Darius Eddy, Hopkins, and Kate Grant, Grant, New York,

BATH, Aug 25-Sailed, barks Gertrude, Welsh, Philadelobis; Julia Esker. Baber, New York; schra Orison, Oliver,

FALL RIVER, Aug 2d-Arrived, schr Allea Middleton, Jr. Davis, Georgetown, DC.
GALVESTON, Aug 24—Cleared, barks Ibis, Overton, and
Penola, Nickerson, Pensacola.
GEORGETOWN, DC, Aug 24—Arrived, schrs Ridgewood,
Griffith, New York: Susan Wright, Douglass, do.
GLOUCESTER, Aug 29—Arrived, bark Lochiel, Covert,

MARRLEHEAD, Aug 27-Sailed, schr Alburger, Carson, NEW ORLEANS, Aug 25—Cleared, bark Charles Auguste NEWBURYPORT. Aug 27—Arrived, schra Angola, Belfast, NEWBURYPORT. Aug 27—Arrived, schra Angola, Belfast, NEWBURYPORT. Aug 27—Arrived, schra Angola, Belfast, Vancille, Smith; Anna May, Baker, and Northern Light, Flumble, Schrabble, S

bethport; sloops New World, Coe, do: Mary Emma, Suydam, Huntington, Li; Surprise, Regers, Newburg; Agent, Hart, Elizabethport.

Salied—Sche C. H. Delemater, Letts, Washington, NJ; Francis Sententt, Allen, New York,
Aug S.—Arrived, schirpson, Hoboken; Ella Barnes, Aver, Held, Shirpson, Hoboken; Ella Barnes, Aver, Held, Schirpson, Hoboken; Hold, Held, Held,

FORTLAND, Aug 20—100 P. Lord, Pinkham, Philadel-phia; Florence Peters, Hooper, New York; brig Clara J. Adams, McPadden, do; schra Bector, Wambach, Gusyanilla, PR; Archer & Reeves. Norburg, Philadelphia (reports Aug 27, during a squair off Thacher's Island, lost forestay and mainsail); C.F. Young, Richardson, do; Brambail, Hamilton, New York.
SAN FBANCISCO, Aug 22—Sailed, ship Castiebead (Br),
Armstrong, Ilo. Peru.
SAVANNAH, Aug 26—Cleared, brig Proteus, Hall, Portand.
Aug 29—Sailed, steamship Leo, Dearbora, New York.
Solb—Arrived, steamships Magnolla, New York; Liberty,
from this port for New Oriesans, with bark And Carter.
Ulcared—Sour M C Moseley, Salthilo River, Mary, Col-

Cleared Schr M C Moseley, Saibho Rich, Keene, Caylins, do.

SALEM, Aug 23—Arrived, schrs Golden City, Keene, Cayenee; B F Lowell, Leavitt, Georgetown, DC; D S Mersbon,
Avers, and M II Stockham, Cornery, Philadelphia; Viola,
Hall, and Willie Harris, Merritt, Hoboken; T W Allen, Connor, New York.

SPUYTEN DUNYIL, Aug 29—Saited, schr Henry Remsen,
SPUYTEN DUNYIL, Aug 29—Saited, schr Henry Remsen,
Allen, Bridgepott, Cons., with 175 tons new rails for Con-

nor, New York.

SPUYTEN DUYVIL, Aug 29 - Sailed, schr Henry Remsen, Allen, Bridgeport, Conn., with 175 tons new rails for Connecticut Western Railway.

VINEYARD HAVEN, Aug 23, PM—Arrived, brig Ottawa, Philadelphia for New Bandon, NB; schrs Angeline, South Amboy for Boston; Cyrus Fassett, Philadelphia for Got, Abole E Williard, do for Bangur; Onward and Ella Amaden, Georgetown, DC, for Portland; New Deminion, McIver, and Sea Bird, Providence for St John, NB; Florence & Enma, New York for do; Ring Leader, do for Newburyport; Cerro Gordo, Nantucket for New York; Henry G
Pay, Calais for do.

Returned-Sichr R P Reynard.

Salled—Brigs Edwin and Marshall Dutch.

August 20, AM—Arrived, bark Nannie T Hell, from Baltimore for Boston; brig Timothy Field, from Hobogen for Boston; Schrs Julia E Gamage, from Jacksonville for Boston; M R Sampson, Abble Dawler, A D Scull and Edwin
Reed, from Georgetown, DC, for Boston; And F Whitney, Charles E Morrison, from Alexandria for do; Mary Langden, from Romer of Galen, Rebecca & Fiorence, from Baltimore for do; Index, from Fhiladelphia for do; Lizzle D
Small, from do for Dawersport; Joshas S Fragdon, from Alexandria for Salem; Rebecca & Fiorence, from Georgetown, DC, for East Weymouth; Sophia Wilson, from Boston for Philadelphia.

Salled—Hark Nannie T Bell, brig Charlotte and schr Abble Beersley.

MISCELLANEOUS.

FALL, 1871. NOTIONS. 

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A full and complete line of
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Also a large assortment of GIMPS, DEESS TRIMMINGS, LOOPS, FRINGES, &c., &c., of recent importation, in great variety. 100 bales fine four-ply WARP, 2636c. net, to close.

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